GASGAS

TXT PRO 2014

USER MANUAL

ENGLISH

GAS GAS thank you for the trust you have placed in us.

By choosing the new GAS GAS TXT Pro 2014 you have become part of the great GAS GAS family and, as a user of the number one manufacturer of off-road motorbike, you deserve the distinguished treatment that we wish to offer to you both in our after-sale relationship and in the explanations that we provide in this manual.

Our Pro 2014 is a bike conceived for the practice of trial. It is actually the fruit of many years of competition and experimentation in this demanding discipline, as well as the many great successes achieved thanks to great trial riders who have contributed with their expertise to the basic data that have allowed us to create a high-level motorbike, a GAS GAS which counts on its low weight as a significant key factor.

Congratulations for making the right choice. With your skills at the commands of this motorbike, an adequate preparation and the indispensable servicing for this to be highly reliable, you will be able to enjoy the most comfortable and rewarding trial practice.

Thank you for your trust in us, and welcome to GAS GAS Motorbikes.

GAS GAS MOTOS, S.A.
June - 2013

Important notice

Read this Manual carefully. You will find it contains all the necessary information for your safety, and that of third persons, as well as guaranteeing the correct conservation and maintenance of the GAS GAS motorbike you have just bought.

You will find all the necessary instructions for the correct riding and control of this vehicle are set out below. Each message is proceeded by a sign whose meaning is the following:

Be careful! This sign introduces all those rules and precautionary measures necessary to avoid slight or severe injuries, or even the death of the user should these instructions not be correctly followed.

Look out! This sign introduces special warnings to avoid damaging your motorbike. Should these warnings not be heeded, the guarantee may be automatically invalidated.

Various notes. These are the indications necessary for the optimal control and adjustment operations, together with those tasks of conservation and maintenance of the motorbike in order that you may obtain the greatest possible satisfaction from your vehicle.

The aim of this Manual is to help the user to minimise or avoid possible damage to people, property, the environment, and naturally to his/her new motorbike. For this reason, all the information presented here is based on data obtained from the latest models put on the market just before the publication of this Manual. However, GAS GAS Motos, S.A. reserves the right to make modifications without any prior warning being given to consumers and without incurring any additional obligations in so doing. Your local dealer will also provide you with any information as might be deemed necessary.

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WARRANTY TERMS AND CONDITIONS

(According to Law decree 23/2003 on the 10th of July, covering Warranties on Consumer Item Sales)

Warranty terms of the manufacturer GASGAS Motos, S.A.

The company GAS GAS MOTOS, S.A. (hereafter referred to as “GG”), with this present document guarantees the consumer, the purchaser of a vehicle manufactured by GG, that both the materials and the manufacturing are free of defects in accordance with the highest standards of quality. Consequently, GG with this document guarantees the consumer (hereafter referred to as the “purchaser”), in accordance with the conditions set out below, the repair, free of charge, of any defect in materials or that might result from faulty manufacture that is detected in a new motorcycle within the period covered by this Warranty and with no limit on the number of kilometres covered or hours of use.

Warranty Period

The period covered by this Warranty will begin on the day of delivery of the vehicle to the purchaser by a GG authorised dealer, or in the case of demonstration models, on the date in which the vehicle is used for the first time. The seller will be responsible for any unwarranted faults that become apparent within the period established in the Law decree 23/2003 on the 10th of July covering Warranties on Consumer Goods Sold from the time of delivery and in accordance with the Directive 1999/44/EC for other members of the European Community. For countries outside the European Community, the Warranty Period will be determined by the existing regulations in those countries. Nevertheless, should the fault appear during the first six months after the delivery of the motorcycle, it will be presumed that the said fault existed at the time of delivery; from the end of the sixth month onwards, the purchaser must demonstrate that the unwarranted fault existed at the moment of delivery. During the first six months subsequent to the delivery of the repaired vehicle, the seller will be responsible for any unwarranted faults arising out of the repair.
Any defects detected in the product must be brought to the attention of a GG authorised dealer within the Warranty Period. If the last day of this period is a Sunday or an official holiday, the Warranty period will be extended such that the last day of the period covered will be the first working day after the Sunday or official holiday.

Those claims under Warranty for defects not brought to the attention of a GG authorised dealer before the end of the Warranty Period will be excluded.

Obligation of the purchaser

GG will have the right to reject any claims under Warranty in the event that:

a) The purchaser has failed to submit the vehicle to any of the inspections and/or maintenance work required in the Users' Manual, or has exceeded the date set for such inspections or maintenance work. Also excluded from guarantee are those faults that appeared prior to the dates established for an inspection or maintenance work where the latter was not carried out, or was carried out later than the date established.
b) An inspection, maintenance or repair has been performed on the vehicle by third parties not recognised or authorised by GG.
c) Any maintenance or repair has been carried out on the vehicle that violates the technical requirements, specifications and/or instructions indicated by the manufacturer.
d) Spare parts whose use has not been authorised by GG have been used during the course of maintenance work or repairs to the vehicle, or in the event that the vehicle has been used with fuels, lubricants or other liquids (including, amongst others, cleaning products) that have not been expressly mentioned in the specifications set out in the User's Manual.
e) The vehicle has been altered or modified in any way or fitted with components other than those expressly authorised by GG as accepted components of the vehicle.
f) The vehicle has been stored or transported in a way that is not in accordance to the corresponding technical requirements.
g) The vehicle has been used for special purposes other than ordinary use, such as competition, races or record breaking attempts.
h) The vehicle has been directly or indirectly damaged as a result of a fall or an accident.

Warranty exclusions
The following items are not covered by this Warranty:

a) Worn parts, including, without any limitation, spark plugs, batteries, petrol filters, oil filter elements, (secondary) chains, engine output pinions, rear sprockets, air filters, brake discs, brake pads, clutch plates and discs, bulbs, fuses, carbon brushes, footrest rubbers, tyres, inner tubes, cables and other rubber components
b) Lubricants (for example, oil, grease, etc.) and working fluids (for example, battery liquid, coolant, etc.)
c) Inspection, adjustments and other maintenance tasks, as well as all kinds of cleaning work
d) Damage to the paint-work and consequent corrosion due to external causes, such as stones, salt, industrial fumes and other environmental impact, or inadequate cleaning with inappropriate products

e) Any damages caused as a result of the defects, as well as any expenses incurred either directly or indirectly as a consequence of the defects (for example, communication costs, accommodation expenses, car hire costs, public transport costs, breakdown truck fees,, courier costs, etc.), as well as other financial losses (for example, those caused by the loss of the use of the vehicle, loss of income, time lost, etc.)
f) Any acoustic or aesthetic phenomenon that does not significantly affect the condition or use of the motorcycle (for example, small or hidden imperfections, noise or vibrations that are normal in use, etc.)
g) Phenomena that are the result of the ageing of the vehicle (for example, discolouring of painted or metallic coated surfaces).

Various

1.- GG shall have the prerogative to decide, at its own discretion, whether to repair or replace defective parts. Where parts are replaced, ownership of the parts removed shall pass to GG without any other consideration. The GG authorised dealer, to whom the making good of the defects has been entrusted, is not authorised to make any declarations that are binding on GG.
2.- In case of doubt regarding the existence of a defect, or a visual or material inspection is required, GG reserves the right to demand the return of the parts which are the object of a claim under Warranty, or to arrange an inspection of the defect by an expert from GG. Any additional obligations arising out of guarantees on parts replaced free of charge, or any other service rendered free of charge, are excluded from the effects of this present warranty. The Warranty on parts replaced within the Warranty Period will end at the expiry date for the Warranty Period of the product concerned.
3.- Should it prove to be the case that a defect can not be repaired, the purchaser guaranteed shall have the right to the cancellation of the contract (payment of compensation) or a partial refund of the purchase price (discount), instead of repairing the motorcycle.
4.- Any claims against Warranty by the purchaser under the terms of the sale contract with the corresponding authorised dealer shall not be affected by the terms of this present Warranty. Neither will this present Warranty affect those additional contractual rights acquired by the purchaser under the general commercial terms and conditions of the authorised dealer. However, such additional rights may only be exercised through claims against the authorised dealer.
5.- Should the purchaser resell the product within the Warranty Period, the duration and conditions of the present Warranty will remain unaltered, in such a way as that the rights to make claims under the present Warranty in accordance with the terms and conditions set out in this present document shall be transferred to the new owner of the motorcycle.

Recommendations for the reliable operartion of your GAS GAS.

•Eight hours of running-in are recommended in order to guarantee the correct operation of the engine.

•It is important to warm the engine to the optimum operation temperature every time the motorbike is used.

•Synthetic or semi-synthetic 2-stroke oil should be used at 2% in the oil/petrol mix.

GASGAS

RECOMMENDS THE USE OF OIL:

GRO Global Racing Oil®

TECHNICAL SPECIFICATIONS

ENGINE	2 stroke, single cylinder, direct reed valve crankcase induction. Liquid cooled.
125 cc. engine	
Cylinder size	124,8 cc.
Bore and stroke	54 x 54.5 mm.
250 cc. engine	
Cylinder size	247,7 cc.
Bore and stroke	72,5 x 60 mm.
280 cc. engine	
Cylinder size	272,2 cc.
Bore and stroke	76 x 60 mm.
300 cc. engine	
Cylinder size	294,1 cc.
Bore and stroke	79 x 60 mm.
Carburetor, diameter of the diffuser	26
Lubrication system	Mixture (50:1)(2%)
Ignition system	Digital magnetic flywheel CDI

TRANSMISSION	
Transmission type	6 gears, Four / Six system by GAS GAS* (Patented).
Clutch type	Hydraulic command, 1/3 discs, variable progressive with diaphragm system by GAS GAS* (Patented).
Final drive system	By chain
Gear ratio	1st. 2,996 (35x27x28/16x24x23) 2nd. 2,571 (36/14) 3th. 2,187 (35/16) 4st. 2,112 (36x23x24/14x28x24) 5st. 1,125 (27/24) 6th. 0,821 (23/28)

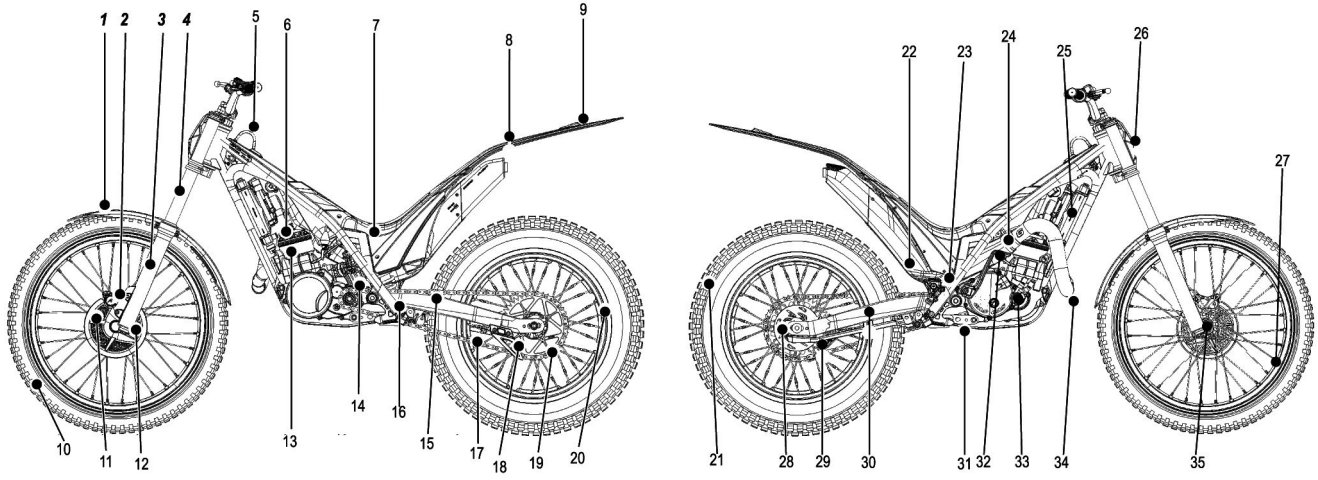
Primary reduction ratio		2,777 (75/27)
Final reduction ratio		3,818 (42/11)
Overall drive ratio		8,704 (6th. gear)
Transmission oil	Capacity	400 cc.
	Type	75W GRO GEAR EXTREME

FRAME		
Type		Tubular profile made with Cr-Mo.
Tyres	Front	2,75 x 21” Trial
	Rear	4,00 x 18” Trial tubeless.
Suspension	Front	Adjustable tele-hydraulic fork ø 40 mm with aluminium bars.
	Rear	Variable progressive system with mono-shock multiadjustable.
Suspension stroke	Front	177 mm.
	Rear	164 mm.
Front fork oil		EB H16 (SAE 7,5)
Front fork oil level	ø 40 mm.	160 mm. air chamber aluminium bar

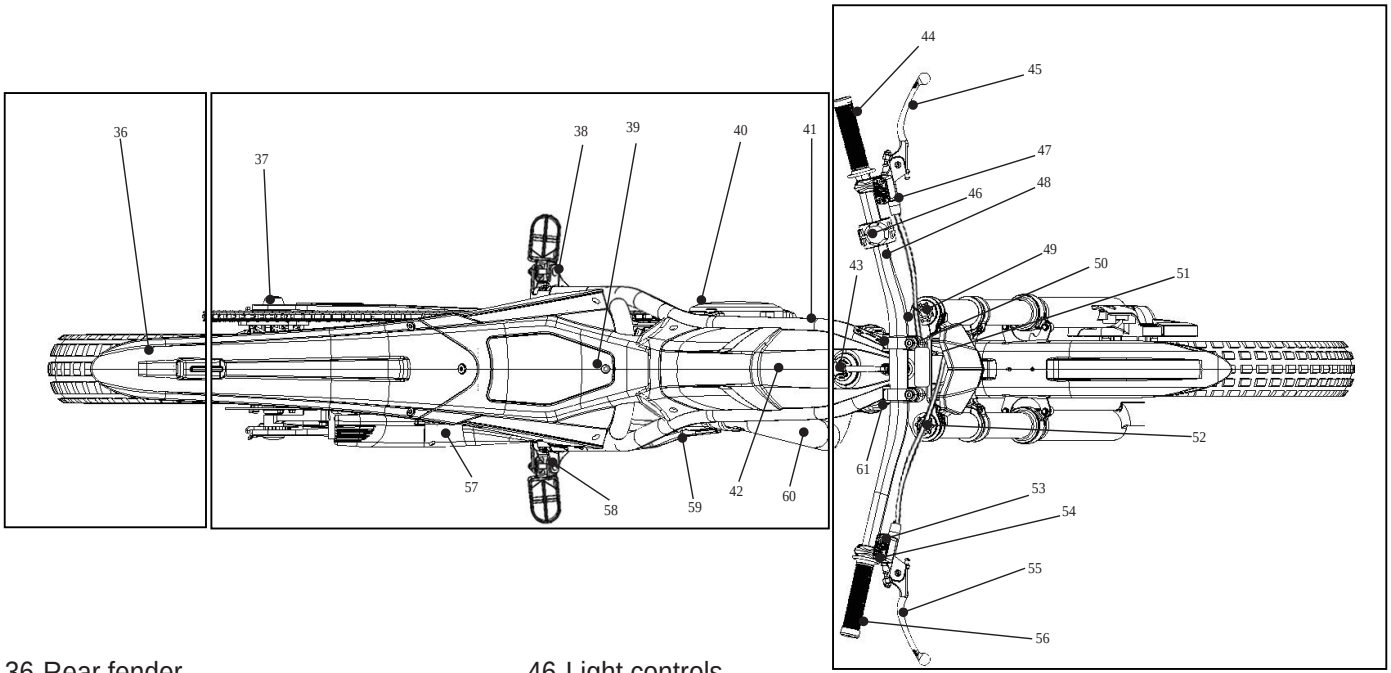
BRAKES		
Type		Disc brake.
Disc diameter	Front	ø185 mm. 4 piston calipers.
	Rear	ø150 mm. 2 piston calipers.

DIMENSIONS	
Overall height	1180 mm.
Overall width	820 mm.
Seat height	650 mm.
Ground clearance	315 mm.
Wheelbase	1330 mm.
Fuel tank capacity	2,6 liters.

(Specifications subject to change wothout notice, which may not be applicable in every country).



1 Front fender
2 Front brake caliper
3 Front suspension left leg
4 Front suspension bar
5 Breather hose
6 Spark plug
7 Filter box
8 Rear fender
9 Tail lamp
10 Front tyre
11 Front brake disc cover
12 Front brake disc
13 Cylinder
14 Carburetor
15 Chain guide
16 Chain tensioner
17 Chain
18 Rear sprocket cover
19 Rear sprocket
20 Rear rim
21 Rear tyre
22 Exhaust protection
23 Frame
24 Middle silencier
25 Radiator
26 Headlight
27 Front tyre air valve
28 Rear brake disc
29 Sidestand arm
30 Swingarm
31 Rear brake pedal
32 Kickstart pedal
33 Water pump
34 Exhaust pipe elbow
35 Front wheel axle



36 Rear fender
37 Axle nut rear wheel
38 Left foot peg
39 Air filter box cover
40 Shift pedal
41 Ignition cover
42 Fuel tank
43 Fuel tank cap
44 Left handle grip
45 Clutch lever
46 Light controls
47 Clutch pump
48 Handlebar
49 Left suspension regulation
50 Multifunction
51 Warning indicators
52 Right suspension regulation
53 Front brake pump
54 Throttle cover
55 Front brake lever
56 Throttle grip
57 Silencer
58 Right foot peg
59 Rear brake pedal
60 Exhaust pipe elbow
61 CDI Switch

The maintenance table and adjustments are easy to carry out and must be done to insure the motorcycle is in good running condition.

MAINTENANCE TABLE

Part	Check / Inspect	Adjust	Replace / Change	Clean	Grease / Lubricate
Rear shock absorber	Every year	-	Every 2 years	-	-
Transmission oil	30 hours	-	60 hours	-	-
Front fork oil	-	-	60 hours	-	-
Brake adjust	Every race	If is necessary	-	-	-
Swingarm and connecting rods	Every race	-	If is damaged	Every race	Every cleaning
Spark plug	Every race	30 hours	60 hours	15 hours	-
Throttle cable and twist grip	Every race	If is necessary	If is damaged	If is necessary	Every cleaning
Chain	Every race	If is necessary	If is damaged	Every race	Every cleaning
Reed valve box	30 hours	-	If is damaged	Every race	-
Carburetor	Every race	If is necessary	If is damaged	Every race	-
Frame	Every race	-	If is damaged	Every race	.
Carburetor jet	-	If is necessary	If is damaged	-	-
Steering bearing	Every race	-	If is damaged	-	-
Piston bearing	-	-	If is damaged	-	-
Wheel bearing	-	-	If is damaged	-	-
Engine bearing	-	-	If is damaged	-	-
Rear sprocket	30 hours	First 5 hours	If is damaged	-	Every cleaning
Cylinder and cylinder head	60 hours	-	Every year	-	-
Brake	Every race	If is necessary	If is damaged	-	-
Brake disc	Every race	First 5 hours	If is damaged	Every 2 races	-
Clutch discs	-	-	If is damaged	-	-
Clutch	Every race	-	If is damaged	-	-
Engine protector plate	Every race	im a fall	if is damaged	-	-

NOTE: (*) Inspect or do this operations only it's necessary.

MAINTENANCE TABLE

Part	Check / Inspect	Adjust	Replace / Change	Clean	Grease / Lubricate
Exhaust	Every race	-	500 hours	-	-
Packing	-	-	100 hours	-	-
Air filter	Every race	-	If is damaged	Every race	Every cleaning
Steering assembly	Every race	If is necessary	-	-	-
Brake hose	Every race	If is necessary	Every 2 years	-	Every cleaning
Cooling fliud	Every race	If is necessary	Every year	-	-
General lubrication	Every race	-	-	Every race	Every cleaning
Front and rear rims	Every race	-	If is damaged	Every race	-
Tyres	Every race	-	If is damaged	Every race	-
Brake oil level	Every race	If is necessary	-	-	-
Chain guide slider	Every race	-	If is damaged	-	-
Kickstart and shift pedal	Every race	-	If is damaged	-	Every cleaning
Brake piston pump anb the dustcover	-	-	If is damaged	-	-
Brake piston and the dust-cover	-	-	If is damaged	-	-
Piston and piston rings	60 hours	-	Every year	-	-
Front and rear spokes	Every race	5 hours	If is damaged	Every race	-
Fuel system	Every race	-	If is damaged	-	-
Front suspension	Every race	If is necessary	If is damaged	-	-
Exhaust o'ring	-	-	If is damaged	-	-
Bolts, nuts & fasteners	Every race	If is necessary	If is damaged	-	-
Fuel hose	Every race	If is necessary	If is damaged	-	-
Radiator hose set and connections	Every race	If is necessary	If is damaged	-	-
Frame protect sickers	Every race	-	if is damaged	-	-
Tire-silencer space (clearance)	Every race	Im a fall	if is damaged	-	-

NOTE: (*) Inspect or do this operations only it's necessary.

Serial number.

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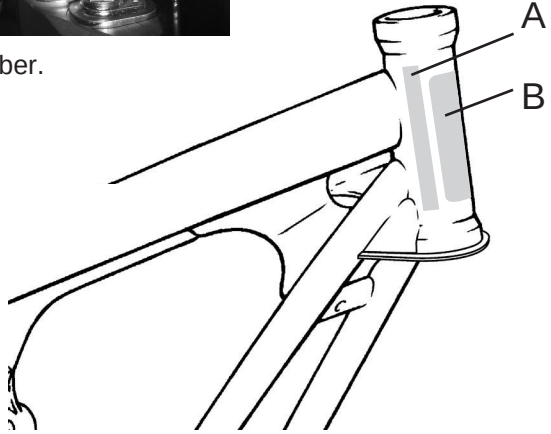
The new GAS GAS TXT Pro carries the appropriate certification plate whose details should coincide with those on the accompanying documentation and the frame number stamped on the steering arm.

Homologation conditions are detailed on sheets 56 to 57.



Enter the vehicle identification number (serial number), the particulars shown on the model label, and the ignition-key identification number in the spaces provided, in order to simplify your future orders for spare parts or as a useful reference in the event of your vehicle being stolen.

Serial number (A)
This has been printed on the steering tube. It shows the frame number used for registering this machine.

SERIAL N.

Homologation plate (B)
The motorcycle carries a certification plate showing a serial number that has also been printed on the front, and this information must coincide with that contained in the vehicle documents. We recommend that this information be entered in the box below.

HOMOLOGATION P.

Key identification numbers
The motorcycle carries one key set. The identification number appears right on the key joints. This number may be quoted when ordering a spare to replace a lost key. (except some racing models)

KEY NUMBER

The control panel includes lighting, turn signal, horn and engine stop switches.

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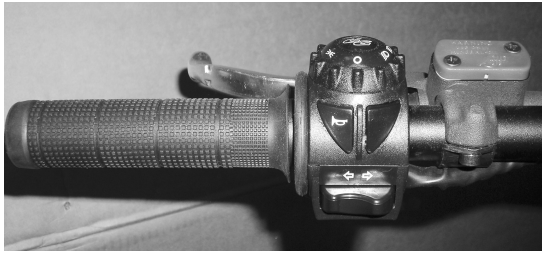


The indicator control has been located on the underside of the left-hand grip. This is an orange-colour button. To start the right-hand indicator, move this switch to the right; and likewise, to start the left-hand indicator, move this switch to the left.

All light controls have been located on the left-hand grip; the various positions available are reached by sliding the main switch, which is on the left end of the grip.

8

Located under the suspension lower right side bracket. For correct operation, it is necessary to turn the handlebar completely towards the right until it stops, insert the key in the slot, turn it in counterclockwise direction, press and to turn it again in clockwise direction. The key can now be removed and the steering will remain locked.

Never leave the key in the lock. If the steering is turned with the key in the lock it may be damaged and the locking system could be damaged.

Fuel tank capacity : 2,4 liters

Use premium gasoline with an octane rating equal to or higher than that shown in the table.

OCTANE RATING METHOD	MINIMUM RATING
Antiknock Index (RON + MON)/2	90
Research Octane No. (RON)	98

Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light.

Never mix vegetal and mineral oils together. Too much oil may be cause an excessive amount of fumes and spark-plug dirt. Too little oil may cause engine damage or early wear.

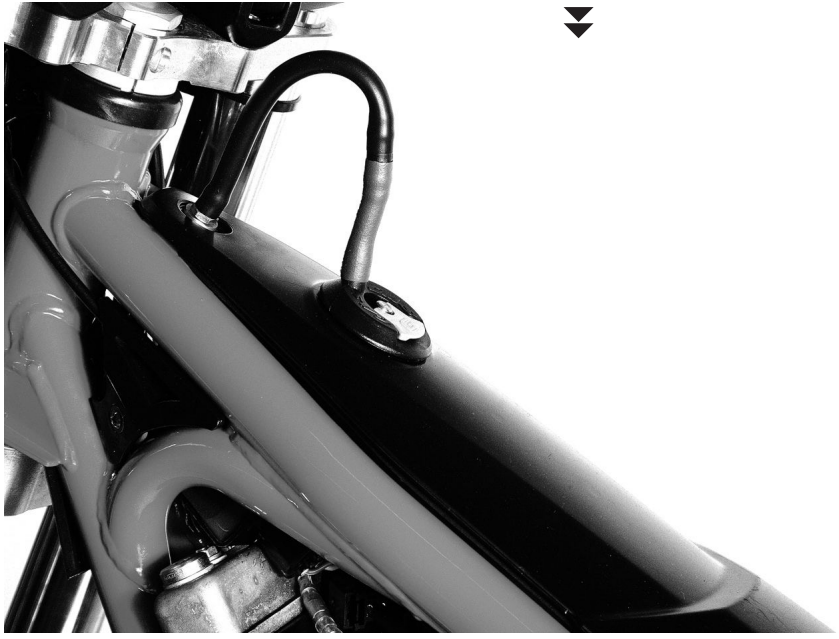
This engine is designed to burn a mixture of combustible fuels, lead free petrol and oil.

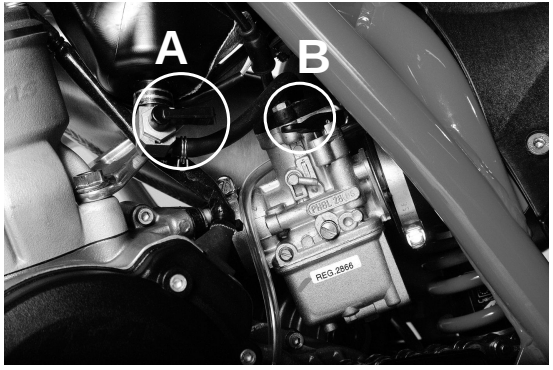
GASGAS

RECOMMENDS SYNTHETIC 2 CYCLE ENGINE OIL:

GRO Global Racing Oil®

The fuel tank cap is of the quick release type. To open the cap, lift the tab and turn it 1/4 turn in counterclockwise direction. To close it, place cap with the words GAS GAS in the upper position, and turn the tab in clockwise direction. It is important to check periodically the condition of the cap sealing O'ring to insure proper sealing.





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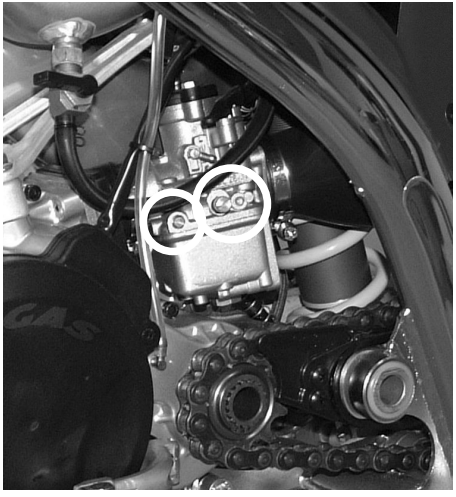
The choke **(B)** is a device for aiding the starting when cold. The enigne will reach a normal temperature in a short time and it won't damage anything.



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The idle and petrol-air mixture can be adjusted by the screw as shown in the illustration.

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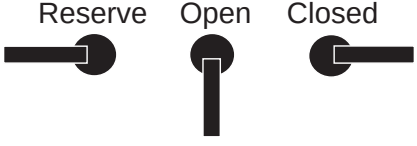
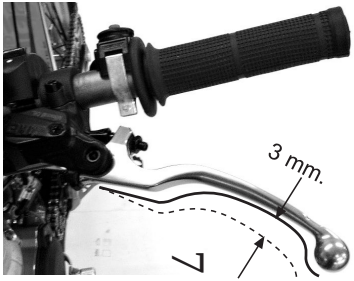
The position of the fuel tap **(A)** must be pointing down for normal operation. When turned forwards, it opens the reserve, to the rear turns off the fuel.



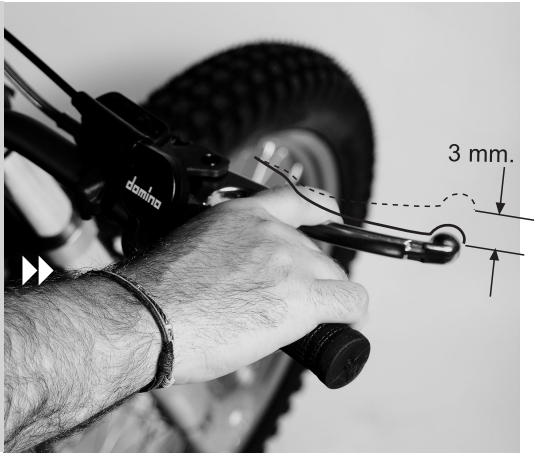


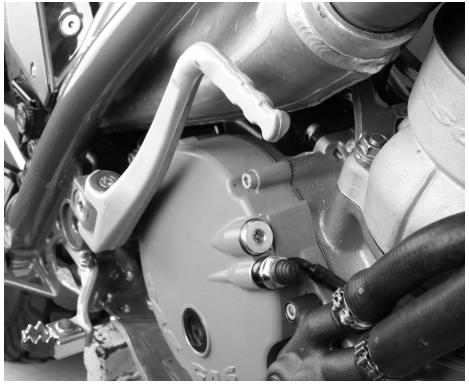
The clutch lever must be adjusted to your liking, but the free play should not exceed 3mm.

This play must never be eliminated.

Like the clutch lever, the front brake lever must be in the ideal position. Again, the play must not exceed 3mm,

This play must never be eliminated.





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This is the position the kick-start should be in when not being used.

8

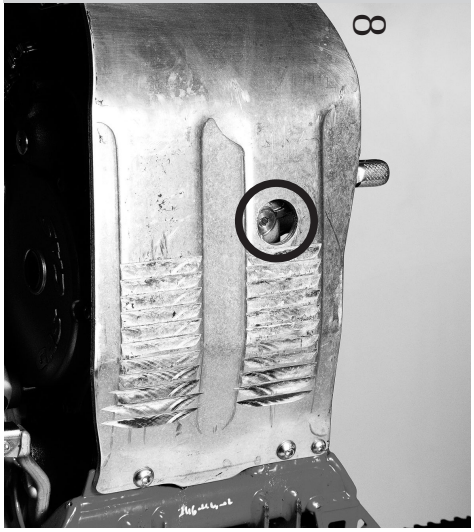
To check the oil level, first make sure the motorbike is perpendicular to the ground. If the bike has been in use, wait a few minutes. To check the oil level, **(B)** and examine the level of oil using the window. The level should be in the middle of the window. If it is too high, drain the excess. If it is too low, add the necessary quantity by opening the oil cap. Use the same type and make of lubricant as that which is already in the engine.

8

When topping up the oil, open the cap **(A)**.

Engine Oil capacity 400cc.

The engine crankcase drain cap is situated on the lower left-hand side. The drainage hole in the crankcase allows emptying.



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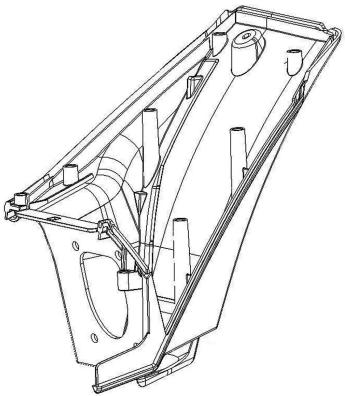
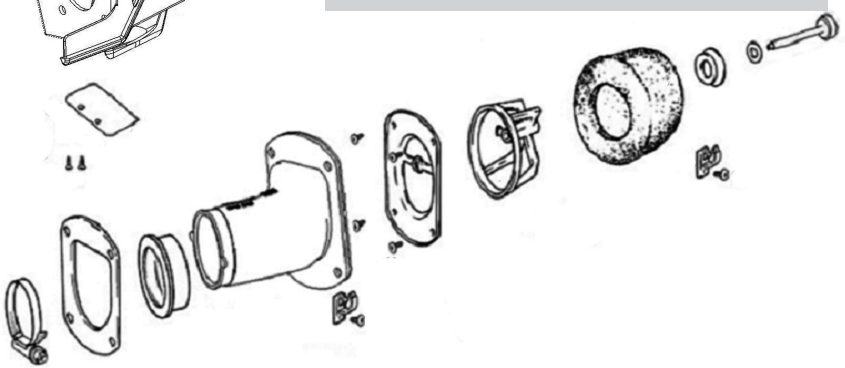
It is important to periodically check the air filter. Open the door on the motorbike as shown in the photo. Clean with water and detergent, then dry and lubricate with oil designed for filters. Ensure its correct installation once clean. In the lower part of the filter chamber there is a leaf that acts as the escape valve for the liquids and/or other materials that may build up in the filter chamber. Check that this valve is working properly.





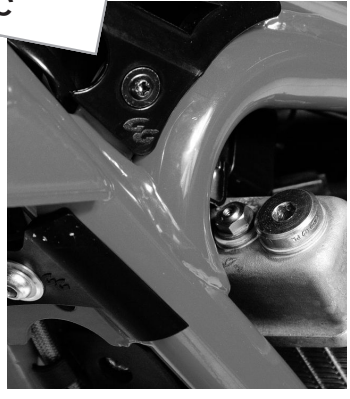
Remove the fuel tank, located in the upper area of the chassis, before servicing the motor or any other internal part of the motorcycle. To do this, first check that the gasoline cap and fuel cock are closed properly. Next pull out the fuel tube end **(A)** which is inserted in the fuel cock. The third step is to unscrew the screw **(B)** fastening the front upper part of the tank . Once the fuel tank is released, lift it at the front section and remove the tank completely out the of the chassis.

Cooling fluid -30°C

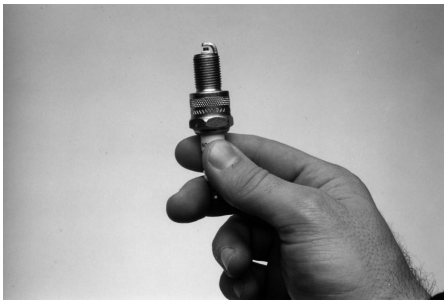
When filling the radiator, use cooling fluid designed for lightweight alloy motors.

8

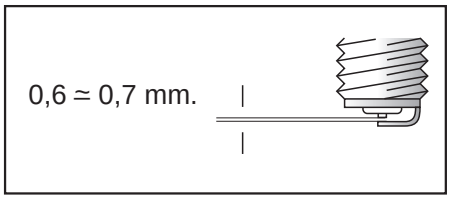
The engine must be cool before removing the radiator cap or when replacing radiator coolant, or severe scalding may result.



It is necesassary to periodically check the spark plug condition. This must be done removing the spark plug from the upper part of the cylinder head. First disconnect the spark plug cap and remove area first.
Clean the spark plug with compressed air to remove dirt and prevent foreign material from entering inside the engine compartment.



It is necessary to periodically check the state of the spark plug. The sparking plug distance should be between 0.6 and 0.7mm.



To carry out any type of operations on and improve access to the carburetor, it is recommended to remove the filter box. You must follow these steps:

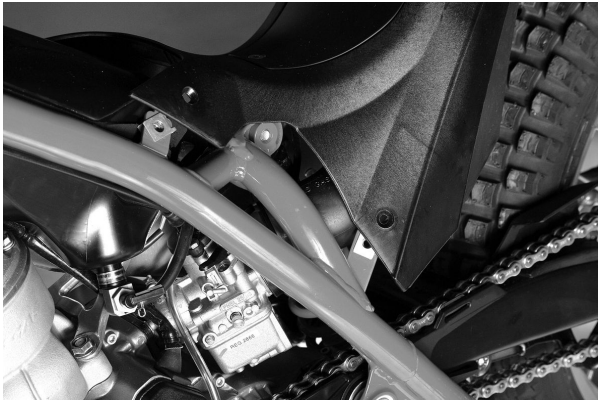
1.- Loosen the admission port clamp.
2.- Unscrew 4 tapered Allen screws M6 which are used to anchor the filter box to the chassis.
3.- Pull the filter box straight up just enough until the rear wiring connector is visible.
4.- Disconnect the connector (Fig. 1).
5.- Remove the filter box completely (Fig. 2).

The carburetor is now exposed and can be separated from the motor assembly by loosening the reed port clamp.

Loosen the two screws of the carburetor cap to allow the removal of the body to prepare it for cleaning (Fig. 3).

Fig. 1

Fig. 2



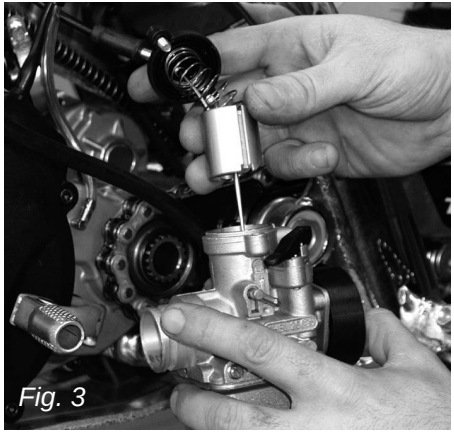
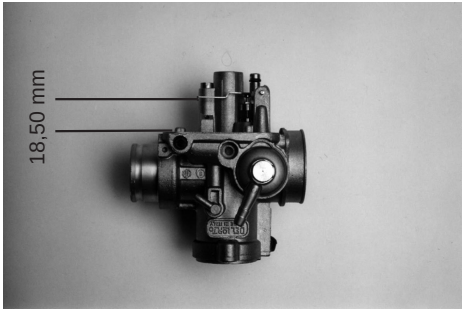


Fig. 3

7



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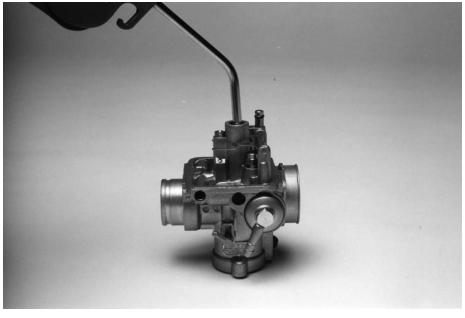
It is important to check the level of petrol within the carburetor. The float should be at 18.5mm.



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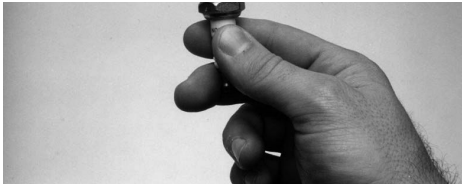
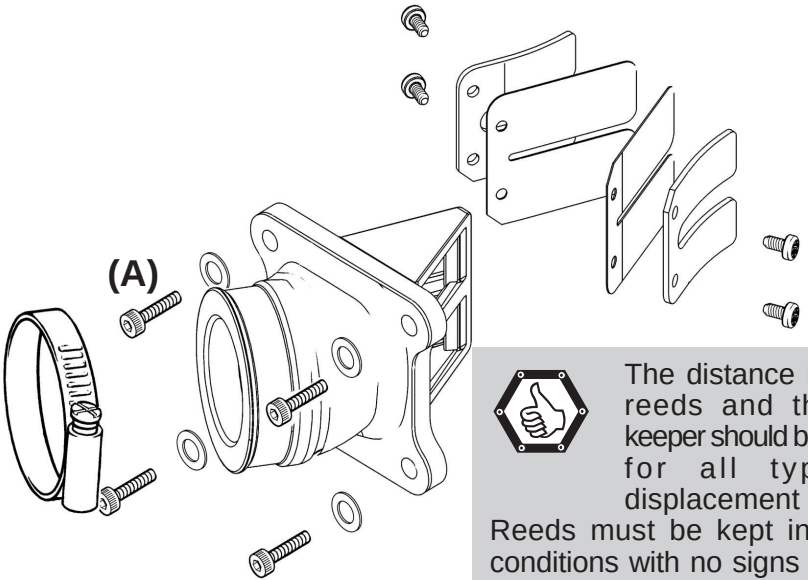
It is necessary to clean the carburetor very thoroughly. To do so use compressed air.



Dismantle and clean periodically the main nozzle after washing the bike, as well as cleaning the inside of the carburetor housing.

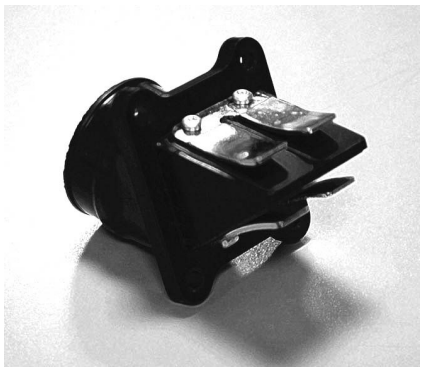
Extreme precautions must be taken to dry the inside of the carburetor thoroughly. Water droplets, dirt, or other forign material may enter and damage the reed box and consequently cause damages to the piston and cylinder assembly.

The reed box assembly is composed of only one body, the stops. To inspect the assembly remove it by removing the 4 screws **(A)** wich attach it to the rear of the left and right crankcases.

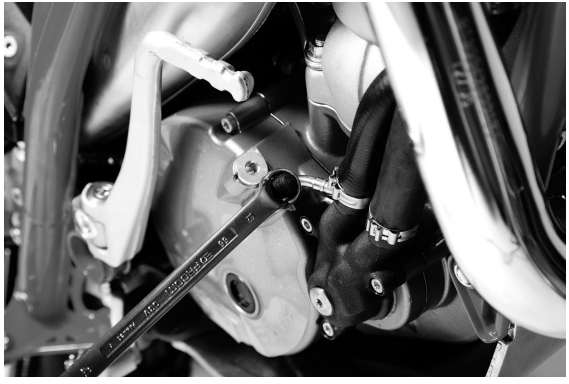


The distance between reeds and the reed keeper should be 6,5 mm for all types of displacement models. Reeds must be kept in perfect conditions with no signs of nicks, scratches, broken or folded sections. Otherwise, the reed assembly must be replaced with a new one.

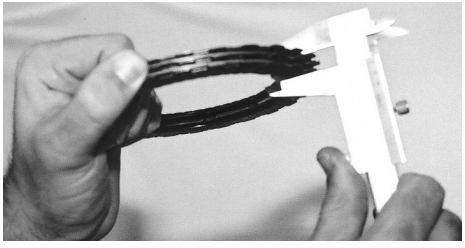
Since this is the last point of access to the inside of the cylinder, special precautions must be taken to keep it in good condition and to monitor its performance periodically. Cover the cylinder bore with a clean shop towel to prevent foreign material from entering the compartment when handling these parts.

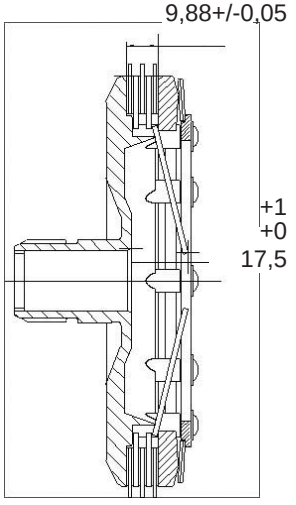


After any removal or assembly operations on the clutch air trapped inside must be purged by connecting wrench (spanner) and bleeding the system.



Check clutch discs for possible wear after many hours of use. For correct operation the minimum measurement should be 9,8 mm.





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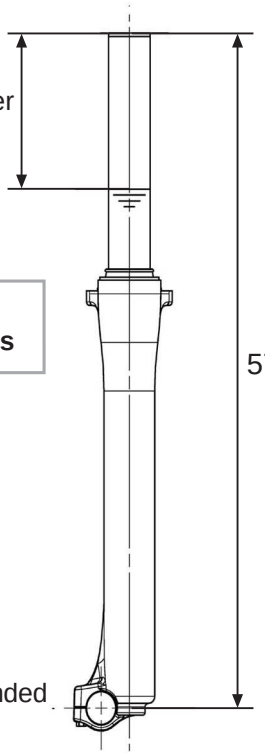
(A) The circle indicates where the engine oil should be poured in



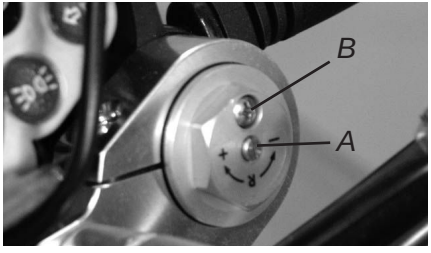
FRONT FORK
ø 40 mm. aluminium bars

For a medium weight of 75 Kg.
we should preload the spring to 2.5 mm

*Measure without the spring and the hydraulic rod extended

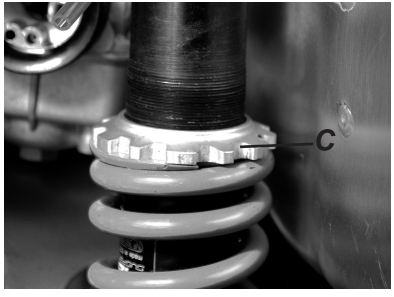
The front suspension is adjusted manually

Right (hydraulic extension).
Left (hydraulic compression).

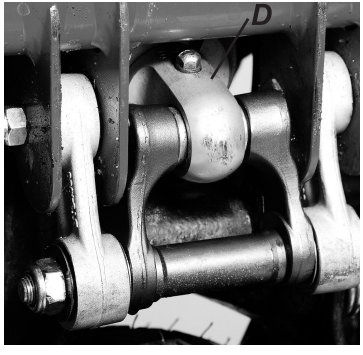


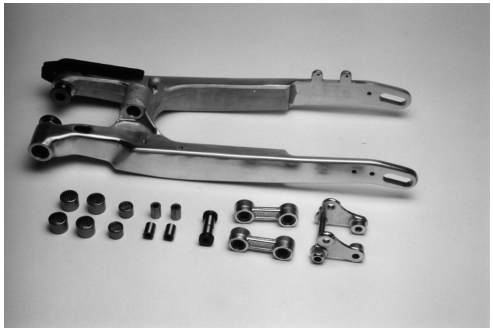
The regulation is done by turning one screw **(A)** located in the center of the suspension tube cap.The bleeder (**B)** is used to purge air that may be trapped inside the slider.

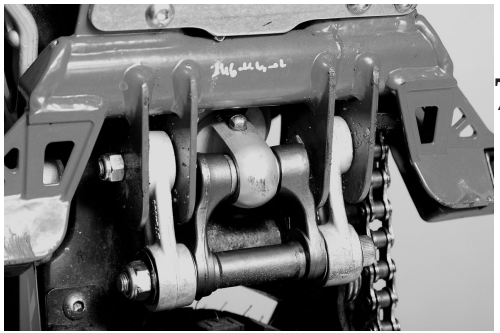
The preloading of the damper spring is measured by the rotation of the toothed rings **(C)** with the aid of a special wrench.



The hydraulic shock absorber can be adjusted by turning the screw **(D)** located in the lowest area of the shock absorber it should be at the mid point of his career.





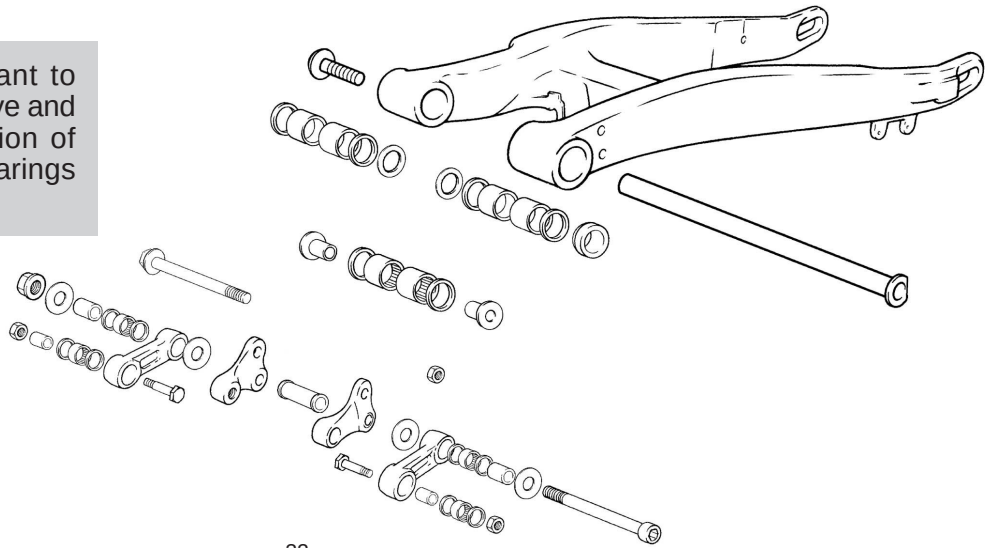


7

The linkage at the lower part of rear suspension must be periodically cleaned, inspected and lubricated with grease.

7

Ii is very important to periodically remove and verify the condition of the swingarm bearings and pieces.



Use special oil to lubricate the following:

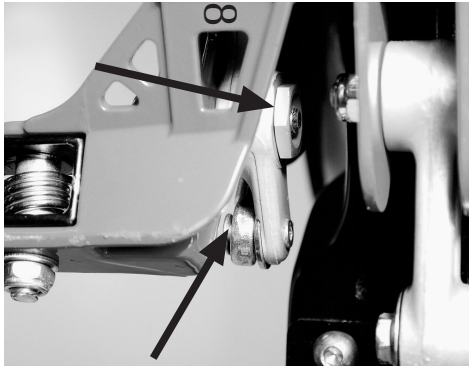
1) All pivot points of the brake and clutch levers.

8

2) The pivot of the gear shift lever.

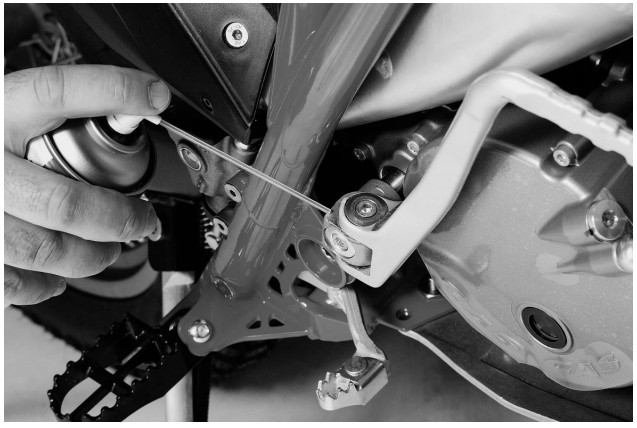
∞

3) Also the rear brake pedal (bearings).



4) Apply grease to the footrest springs and fixtures.

∞



∞

5) Apply grease to the linkage of the engine starting pedal.

7

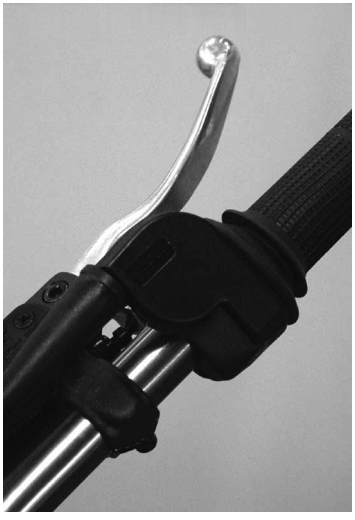
7) Lubricate the handlebar with a fine coat of oil to allow smooth operation of the throttle control.

∞

6) The drive chain must be cleaned and lubricated thouroughly and frequently since it is exposed to the elements and constant abrassion.

7

8) It is also recommended to frequently lubricate the chain tensioner spring because it is under great stress.



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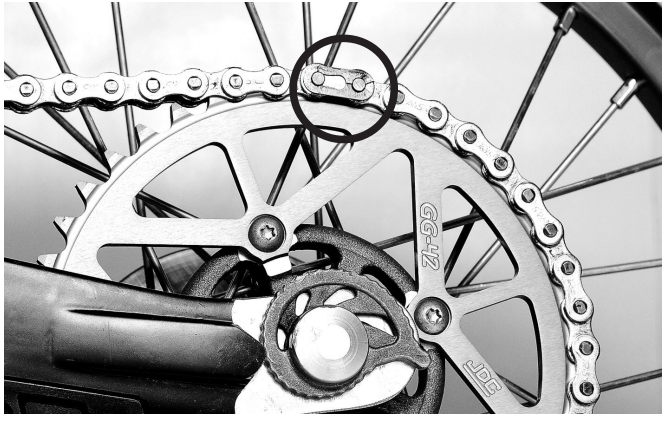
9) Oil and clean the throttle control frequently; it is especially recommended to do so after the bike has been cleaned with water under high pressure.

To regulate the chain slack and center the rear wheel use the shaft excentrics which can be easily adjusted.



The chain master link clip must be placed in opposite direction of the wheel travel.

All tyre conditions must checked to insure optimum.

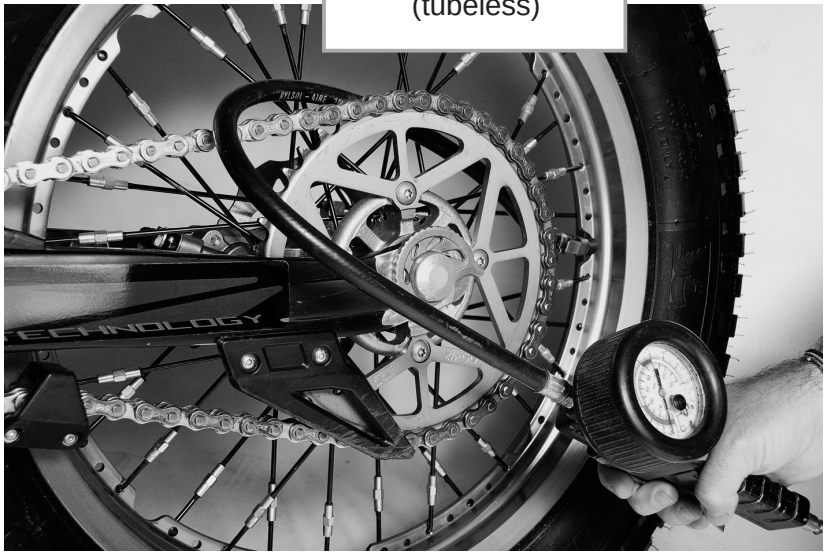
Fig. 1 - Bad condition
Fig. 2 - Good condition

Fig. 1

Fig. 2

Front tyre:
2,75 x 21” TRIAL
Rear tyre:
4,00 x 18” TRIAL
(tubeless)

Tyre pressure should be checked periodically to insure the best.

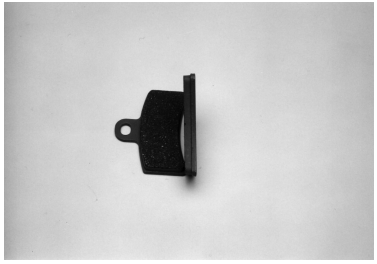


Front wheel pressure:
0,450 bar - normal
0,420 bar - competition

Rear wheel pressure:
0,350 bar - normal
0,300 bar - competition

Brake pad wear, front and rear, must be checked from time to time to insure an efficient braking power under all circumstances.

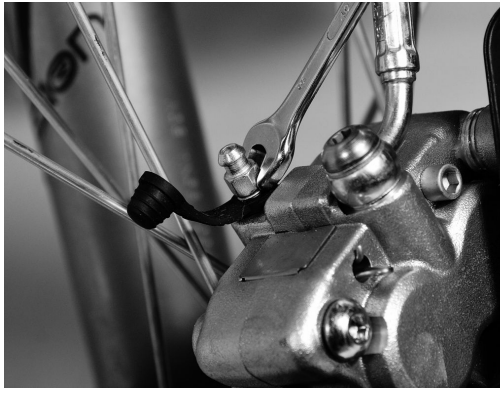
8



7

7

The front brake fluid level can be verified through the transparent inspection window.



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The brake calipers have been furnished with bleeder valves to eliminate the air trapped in the brake system.

7

The rear brake fluid reservoir is located at the cylinder support.
Verify fluid level periodically and refill if necessary.

To verify the reservoir level you must remove the fuel tank, and place the oil reservoir in horizontal position to check the real fluid level. Must be filled between the marks MIN & MAX.

— MAX

— MIN

	PART NAME	N-m
CHASSIS	Front wheel axle	40 - 50
	Chassis to swingarm fastener	60 - 70
	Upper shock absorber fastener	40 - 50
	Lower shock absorber fastener	40 - 50
	Connecting rods caps	40 - 50
	Handlebars	18 - 25
	Hand levers	7 - 10
	Radiator fasteners	7 - 10
	Front bridge wing	7 - 10
	Brake pedal	27 - 32
	Muffler fasteners	18 - 25
	Rear wheel axle	40 - 50
	Rear brake caliper fastener	27 - 32
	Front brake caliper fastener	27 - 32
	Exhaust pipe elbow fastener	27 - 32
	Engine fasteners	18 - 25
	Rear brake pump fastener	7 - 10

	PART NAME	N-m
ENGINE	Spark plug	11
	Ignition fasteners	7 - 8
	Cluth fasteners	7 - 8
	Cylinder stud bolt fasteners	25
	Reeds fasteners	7 - 8
	Clutch ground fastener	3 - 4
	Crankcases fasteners	7 - 8
	Water pump cap fastener	7 - 8
	Clutch cap fastener	7 - 8
	Flywheel fastener	40
	Water fastener	10
	Ignition cap	7 - 8
	Engine drain plug	12
	Kickstart pedal screw	12 - 13
	Shift pedal screw	7 - 8
	Cylinder head screws	11,5 - 13
	Cylinder nut	25

STORAGE

For extended storage of the motorcycle, you must do the following:

- Clean the motorcycle thoroughly.
- Start the engine for about 5 minutes to warm up the transmission oil and then drain it (see “crankcase drain cap” page 22).
- Fill with new transmission oil.
- Empty the fuel tank (gasoline will deteriorate if left too long).
- Lubricate the chain and all cables.
- Cover all unpainted metal surfaces with a coat of oil to prevent rust, do not apply oil to the brakes and rubber parts.
- Cover the exhaust pipe with a plastic bag to prevent corrosion.
- Place the motorcycle in such a position so that the wheels do not touch the ground (if possible, place cardboard under the wheels).
- Cover the motorcycle to protect it from dust and dirt.

When starting off after an extended storage:

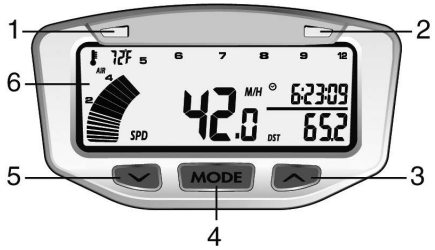
- Remove the plastic bag from the exhaust pipe.
- Tighten the spark plug.
- Fill the fuel tank.
- General lubrication.
- Inspect tyre pressure and inflate to the specified pressure, if necessary.

To avoid excessive ageing of the plastic parts and other washable pieces of the motorcycle, it is suggested that these items must be washed carefully. If the washer applies water at high pressure and/or temperature, take the precaution of maintaining the washer outlet gun at a distance of 30 centimeters minimum, this will insure the correct gloss of the plastics and adherence of the self-adhesive labels that decorate the motorcycle.

GAS GAS MULTIFUNCTION INSTRUCTIONS

The multifunction apparatus, which is waterproof, has 2 LED indicators on a central indicator screen.
This central indicator screen, made of liquid crystal and with illumination, gives information about the rpm, speed, distance travelled, total kilometres travelled, time, average speed, maximum speed, ambient temperature, length of time with motor running and total time. The odometer and the control for the total time with motor running save the data to the memory, even when the device is switched off. When the multifunction apparatus is not activated, it displays a clock.The value of the wheel circumference can be altered, as well as the system of measurement (metric or British). The ambient temperature is displayed on the upper left-hand part of the screen.
The screen can display the engine temperature from an optional temperature sensor. If this is too high, a warning LED lights up in yellow. If the rpm are too high, the second warning LED lights up in red.

NOTE:
Not applicable on some competition models



1. Yellow warning LED
2. Red warning LED
3. Right-hand button
4. MODE button
5. Left-hand button
6. Central display screen

Technical characteristics

FUNCTIONS	SYMBOL	TECHNICAL CHARACTERISTICS	INCREMENTS	PRECISION
CURRENT SPEED	SPD:	4 - 399.9 kmph or mph	0.1 kmph or mph	+/- 0,1%
TACHOMETER	RPM	0 -19999 rpm	10 rpm	+/- 0,1%
TACHOMETER BAR		0 -12000 rpm.	Variable	+/- 0,1%
MAXIMUM SPEED	MS	4 - 399.9 kmph or mph	0.1 kmph or mph	+/- 0,1%
DISTANCE TRAVELLED	DST	0.0 - 19999 km or mi.	0.1 kmph or mph	+/- 0,1%
TIME RUNNING	TT	0 - 9999 hours 59 minutes	1 second	+/- 0.1%
ODOMETER	ODO	0.0 – 999999	1	+/- 0,1%
OPERATION TIME	RT	0 - 999 hours 59 minutes	1 minute	+/- 0.1%
OPERATION TIME ACCUMULATED	ART	0 - 9999 hours 59 minutes	1 minute	+/- 0,1%
CLOCK	00:00:00	12:59:59 or 23:59:59		+/- 0,1%
BATTERY LOW	LO	Approximately 1 year life		+/- 0,1%
TYRE SIZE		0 - 3999 mm		

Initial voltage: 9 - 400 V AC/DC..
Speed sensor: Non-contact magnetic sensor.
Tachometer input: Electrical pulse sensor.
Wheel circumference adjustment: 1 mm – 3.999 mm (1 mm increments).
Operating / storage temperature: from 0 ºC to 60 ºC (from 32 ºF to 140 ºF) / from -20 ºC to 80 ºC (from -4 ºF to 176 ºF).
Battery / life: 3V CR2032 / Approx. 1 year

Functions

RPM: Bar
Tachometer with bar graph. The bar graph of the tachometer displays up to 12,000 rpm.
RPM: Digital Tachometer
The rpm are shown on the right side, second row. The digital tachometer displays up to 12,000 rpm. The tachometer signal can be captured from the sparkplug cable.

Gear change indicator according to rpm
This function permits setting an indicator for changing gears at a specific rpm level. The red LED warning light flashes when the rpm reaches the specific level and stops flashing when the gear is changed.

SPD: Speedometer
The speedometer information appears in the centre of the screen. It shows up to 399.9 kmph or mph.

MS: Maximum speed gauge
It shows the highest speed reached since the last resetting of the data.

DST: Distance travelled
This appears on the right side, in the second line of the screen. The TRIP function contains the vehicle's accumulated mileage since the last RESET operation.

ODO: Odometer
It shows the total mileage accumulated by the vehicle. The data is stored in the memory, even when the device is not running.

ART: Time of use controller
Calculates the total time in operation. It starts counting from the moment the motor is turned on.

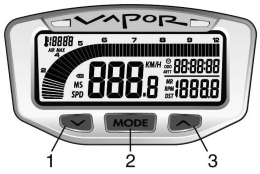
RT: Total time of use controller
It calculates the vehicle's operation time since the last RESET operation. It starts counting from the moment that movement begins. The data is stored in the memory, even when the device is not running.

12/24 hour clock
It shows the time in either 12 or 24 hour formats.

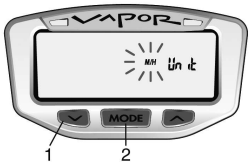
Ambient temperature / engine temperature gauge
The ambient temperature is displayed on the upper left-hand part of the screen.
The screen can display the engine temperature from an optional temperature sensor. If this is too high, a warning LED lights up in yellow.

High rpm gauge / Gear change warning according to rpm
If the rpm are too high, the second warning LED lights up in red.
This function permits setting an indicator for changing gear at a specific rpm level The red LED warning light flashes when the rpm reaches the specific level and stops flashing when the gear is changed.

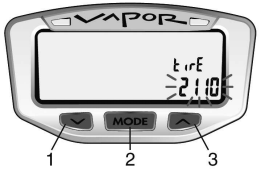
Setting the multifunction display parameters
After confirming each value, the display goes from one screen to the next until all have been displayed. If no button is pressed, the display returns to the home screen after 15 seconds.



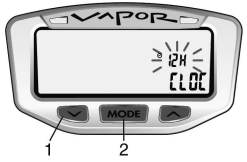
Activating adjustment mode
To start setting mode for the multifunction display, press buttons 1, 2, and 3 simultaneously for 3 seconds, and then release.



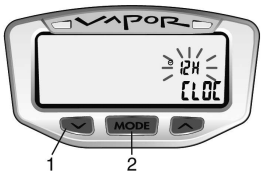
Selecting the speed unit
To change between kmph and mph, press button 1.
Confirm the selection by pressing button 2.



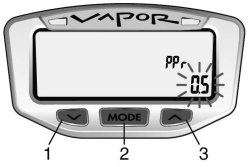
Selecting the values for the wheel circumference
Enter the value for the wheel circumference by pressing button 1 in succession. To go on to the next digit, press button 3.
Confirm by pressing button 2.
Note:
If you do not know the value of the wheel circumference, see the section on "**Measuring the wheel circumference"**



Selecting the time format
To change between the 12 and 24 hour clock, press button 1.
Confirm by pressing button 2.



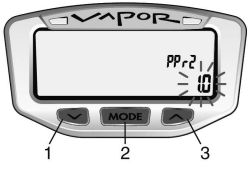
Setting the time
Enter the value for the time by pressing button 1 in succession. To go on to the next digit, press button 3.
Confirm by pressing button 2.



Setting the pulse per revolution (PPR)
The gauge receives one electrical pulse for each revolution on the engine (PPR). Default value for 2 and 4 stroke engines: 1 PPR.
Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.
Confirm by pressing button 2.

Setting the pulse per revolution (PPR)
Note:
This step is only to be taken on vehicles that change the type of PPR pulse at a specific number of rpm.
If you do not know this value, press button 2 to go on to the next screen.

Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.
Confirm by pressing button 2.

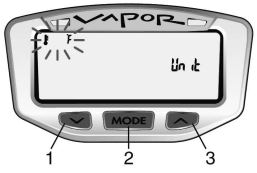


Setting the pulse per revolution (PPR)
Note:
This step is only to be taken if a value of 0 was entered in the previous step.

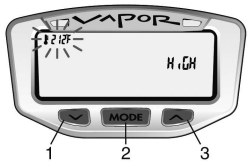
Default value: 1.0

If you do not know this value, press button 2 to go on to the next screen.

Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.
Confirm by pressing button 2.



Selecting the temperature unit
To change the temperature display between ºC and ºF, press button 1.
Confirm by pressing button 2.



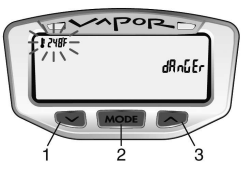
Selecting the warning temperature
Note:
This step can only be taken on vehicles fitted with the optional temperature sensor.

When the engine temperature exceeds the set value, the warning LED on the left lights up.

Default value: 90 °C (190ºF)

Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.

Confirm by pressing button 2.



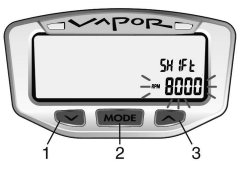
Selecting the danger temperature
Note:
This step can only be taken on vehicles fitted with the optional temperature sensor.

When the engine temperature exceeds the set value, the warning LED on the right lights up.

Default value: 110 °C (230ºF)

Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.

Confirm by pressing button 2.

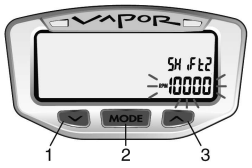


Selecting the rpm for a gear change
When the set rpm is reached, the left-hand warning LED flashes to show that the gear must be changed.

Default value: 6000 rpm

Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.

Confirm by pressing button 2.



Selecting the danger rpm

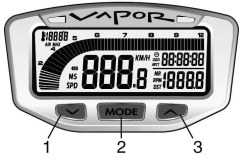
When the set rpm is reached, the right-hand warning LED flashes to show that the rpm on the engine are too high.

Default value: 10000 rpm

Enter the value by pressing button 1 in succession. To go on to the next digit, press button 3.

Confirm by pressing button 2.

Resetting the display functions after each use of the vehicle.

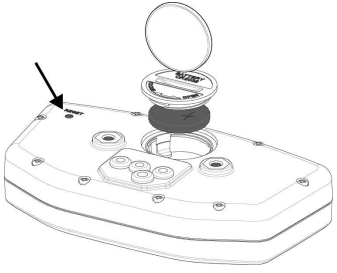


After each use of the vehicle, the following functions can be reset simultaneously:
- Maximum speed
- Distance
- Chronometer
- Maximum temperature
- Maximum rpm

Confirm the reset by pressing buttons 1 and 2 simultaneously.

Total reset of the display

Press the RESET button, using a suitable object. The display will start from zero, except for the data for total accumulated distance and time.



Internal battery

The display is powered by an internal 3 V battery, type CR2032. When the voltage in the internal battery drops below 2.45V, the screen displays LO.
To change the battery, open the cover behind the display, and use a coin to unscrew it counter-clockwise. Make sure that the positive terminal on the battery is facing upward.

Screen options

The multifunction display shows all the information on three different screens.

While in motion, screens 1 and 2 are on display. Screen 3 is displayed for 3 seconds, and then returns to screen 1.

To change from one screen to another, press button 2 ("Mode") in succession.

To edit the distance travelled (DST), keep button 3 pressed down.

Screen 1:

Screen 1 shows the following information:

- Speed, distance travelled, time, ambient temperature, tachometer (bar).

Screen 2:

Screen 2 shows the following information:

- Speed, digital tachometer, time in motion, time in operation, engine temperature*, tachometer (bar).

Screen 3:

Screen 3 shows the following information:

- Maximum speed, danger rpm, accumulated time in operation, odometer, maximum temperature*.

*Optional

Lighting

The display is powered by an internal 3 V battery, type CR2032.

To change the battery, open the cover behind the display, and use a coin to unscrew it counter-clockwise. Make sure that the positive terminal on the battery is facing upward.

When the display is powered by the internal battery only, the screen lights up partially for 3 seconds when the button is pressed.
If the lighting is connected to the 12V system on the vehicle, it will be brighter and stay on for up to 20 minutes after the vehicle has come to a full halt.

Sleep Mode

If the multifunction display does not receive any information for 20 minutes (signal from wheels turning or a button pressed), the screen goes off, showing only the time. When the vehicle starts or a button is pressed, it will start up again.

Measuring the wheel circumference

Method 1

Measures the diameter of the front wheel. Multiply the diameter by 3.14 and, if necessary, convert the measurement into mm by multiplying the figure obtained by 25.4. The measurement obtained is the size of the wheel circumference.

Method 2

On a smooth, flat surface, make a mark on the side of the tyre where it touches the ground. Move the vehicle forward until the tyre has made a complete turn, and the mark is back at the lowest point. Make a new mark on the ground at this point.
Measure the distance between the marks on the ground and, if necessary, convert the measurement into mm by multiplying the figure obtained by 25.4. The measurement obtained is the size of the wheel circumference.
To obtain a more precise measurement, the driver must remain on the vehicle while taking measurements.

TROUBLESHOOTING

NOTE

This is not an exhaustive list of malfunctions, it only shows the most common problems.

	MALFUNCTION	POSSIBLE CAUSE	REMEDY
1	**Engine does not start**	- Seized crankshaft. - Seized cylinder / piston / jornal bearing. - Seized transmission assembly. - Motorcycle inactive too long. - Wet or fouled spark plug. - Flooded engine. - Incorrect air/fuel mixture. - Exhaust valve stuck open	- Go to a specialized workshop. - Go to a specialized workshop. - Go to a specialized workshop. Drain old fuel out of the tank. With the fuel tank filled with new fuel, the engine will start immediately. - Clean and dry or replace the spark plug. - In order to "relieve the engine", accelerate to max. speed, press the starter pedal 5 or 10 times. Then, start the engine as described above. If the engine fails to start, remove the spark plug and dry it. - Clean the fuel tank air vent. Adjust the air cleaner duct. - Verify the exhaust valve and repair as necessary.
2	**Engine start but then stops**	- Incorrect air supply. - No fuel.	- Close the starter. Clean fuel tank air vent. Adjust the air cleaner duct. - Fill up the fuel tank.
3	**Engine overheating**	- Insufficient cooling liquid in the circuit. - Radiator is dirty or partially restricted.	- Fill up cooling liquid, verify the refrigeration system watertightness. - Clean radiator fins or replace it.
4	**The engine operates irregularly**	- Spark plug dirty, or misadjusted. - Poor contact with the spark plug cap or cable loose in cap.	- Verify the spark plug condition and clean it accordingly, tighten or replace it. - Verify the spark plug cap condition. Replace if deteriorated.

	MALFUNCTION	POSSIBLE CAUSE	REMEDY
4	**The engine operates irregularly**	- Ignition rotor damaged. - Water in fuel.	- Replace the rotor. - Drain the fuel tank and fill up with new fuel.
5	**Engine lacks power or poor acceleration**	- Fuel supply defective. - Dirty air cleaner. - Leaking or deteriorated exhaust system. - Dirty carburetor jets. - Worn or damaged crankshaft bearings. - Clutch slips.	- Clean the fuel system and verify its operation. - Clean or replace the air cleaner. Verify its operation. - Verify if the exhaust system is damaged. Replace the muffler fiberglass packing, if necessary. - Disassembly the carburetor and clean all jets. - Replace the crankshaft bearings. - Verify the clutch operation. Go to a specialized workshop.
6	**Abnormal engine noise**	- Ignition problem. - Overheating.	- Go to a specialized workshop. - Refer to section 5.
7	**Detonations from the exhaust pipe**	- Carbon build up in combustion chamber. - Incorrect octane or poor quality gasoline. - Damaged spark plug or incorrect specifications. - Deteriorated exhaust system gaskets.	- Clean the combustion chamber. - Drain all gasoline and fill up with a higher octane fuel. - Replace the spark plug with a new one of the correct type. - Verify if the exhaust system is damaged. All gaskets must be in perfect conditions, otherwise replace them with new ones if necessary.
8	**White smoke coming out of the exhaust pipe**	- Deteriorated cylinder head gasket (water leakage into the cylinder). - Incorrect throttle cable adjustment.	- Replace the cylinder head gasket. Go to a specialized workshop. - Readjust the throttle valve cable.
9	**Brown smoke coming out of the exhaust pipe**	- Restricted air cleaner. - Main jet set too high.	- Clean or replace the air cleaner. Go to a specialized workshop. - Verify main jet operation. Go to a specialized workshop.

	MALFUNCTION	POSSIBLE CAUSE	REMEDY
10	**Gears do not engage correctly**	- Clutch does not disengage. - Bent or seized shift fork. - Gear seized at the transmission. - Damaged gearshift lever. - Broken or loose selector position spring. - Broken spring in the reverse selector mechanism. - Broken spring in the reverse selector mechanism. - Broken gear drum. - Broken spring in the gear selector ratchet.	- Go to a specialized workshop. - Replace the shift fork. - Go to a specialized workshop. - Replace the gearshift lever. - Adjust or replace the selector position spring. - Replace the spring in the reverse selector mechanism. - Replace the spring in the reverse selector mechanism. - Replace the gear drum. - Replace the spring in the gear selector ratchet.
11	**Jumps out of gear**	- Shift fork worn at the gears. - Worn gear grooves. - Worn gear dogs. - Worn shift drum groove. - Worn shift fork shaft. - Broken selector drum position spring. - Broken gears.	- Replace the shift fork. - Replace. Go to a specialized workshop - Replace. Go to a specialized workshop. - Replace. Go to a specialized workshop. - Replace shaft. Go to a specialized workshop. - Replace the spring. Go to a specialized workshop. - Go to a specialized workshop.
12	**Clutch slips**	- No clutch lever free play. - Worn clutch friction plate. - Worn clutch center hub. - Broken or weak clutch spring. - Unevenly worn clutch discs.	- Go to a specialized workshop. - Replace the clutch friction plate. Go to a specialized workshop. - Replace the clutch center hub. - Adjust or replace the clutch spring. - Replace the clutch discs. Go to a specialized workshop.
13	**The motorcycle is unstable**	- Cable interferes with the handlebar. - Steering stem locknut too tight. - Damaged or worn steering bearings. - Bent steering stem.	- Move or loosen the cable just a little. - Loosen the steering stem locknut. - Replace the steering bearings. - Replace the steering stem. Go to a specialized workshop.

	MALFUNCTION	POSSIBLE CAUSE	REMEDY
14	**Shock absorber set too hard**	- Excessive front fork oil. - Front fork oil viscosity too high. - Bent front fork. - Tire air pressure set too high. - Incorrect rear shock absorber adjustment.	- Pour excess oil until reaching the correct oil level. - Drain fork oil and fill with correct fork oil viscosity. - Replace the front fork. Go to a specialized workshop. - Check tire air pressure. - Adjust rear shock absorber.
15	**Shock absorber set too soft**	- Insufficient front fork oil. - Front fork oil viscosity too low. - Bent front fork. - Incorrect rear shock absorber adjustment.	- Fill with fork oil until reaching the correct oil level. - Drain fork oil and fill with correct fork oil viscosity. - Replace the front fork. Go to a specialized workshop. - Adjust the rear shock absorber.
16	**Abnormal motorcycle noises**	- Incorrect drive chain adjustment . - Worn drive chain. - Worn rear sprocket teeth. - Insufficient drive chain lubrication . - Incorrect rear wheel alignment. - Insufficient front fork oil. - Weak or broken front fork spring. - Worn disc brake. - Pad installed incorrectly or surface glazed. - Damaged cylinder. - Improperly tightened brackets, nuts, bolts.	- Adjust the drive chain. - Replace the drive chain, rear sprocket and the secondary transmission pinion. - Replace the rear sprocket. - Lubricate with appropriate chain oil. - Align the rear wheel. Go to a specialized workshop. - Add front fork oil until reaching the correct level. - Replace the front fork spring. - Change the disc brake. - Reinstall or replace pad. - Replace the damaged cylinder. - Verify and adjust to the correct torque values.
17	**Handlebar vibration**	- Worn tire, and worn swingarm or its needle bearings. - Wheel rim off-centre. - Incorrect wheel alignment.	- Replace worn parts with new ones. - Centre rim. - Verify wheel spokes tension. Readjust if necessary.

	MALFUNCTION	POSSIBLE CAUSE	REMEDY
17	**Handlebar vibration**	- Excessive steering axles tolerances. - Loose handlebar bracket, and loose handlebar stem locknut.	- Tighten steering bracket and steering stem locknut to the correct torque values. - Tighten steering bracket and steering stem locknut to the correct torque values.
18	**Motorcycle pull to one side**	- Bent chassis. - Incorrect steering adjustment. - Bent steering stem. - Bent front fork. - Incorrect wheel alignment.	- Replace the chassis. Go to a specialized workshop. - Adjust the steering. Go to a specialized workshop. - Replace the steering stem. Go to a specialized workshop. - Replace the front fork. - Align the wheels.
19	**Brakes do not operate correctly**	- Worn discs. - Leaking brake fluid. - Deteriorated brake fluid. - Broken pump piston. - Incorrect brake adjustment.	- Replace the discs. - Verify the brake circuits. Replace the damaged or broken parts. - Drain the brake fluid and fill with the new fluid recommended by the manufacturer. - Replace the pump piston. - Adjust brakes.

FINAL RECOMMENDATIONS

PREVENTIVE ADVICE

Before you ride the vehicle, take all the time you may require to check your motorcycle, carry out the periodical upkeep and check all functions. In different sections of this manual you will find data and work specifications that must be done at an autorized GAS GAS dealer, because of this and to extend the useful life of the motorcycle, all periodical inspections must be carried out by specially trained professionals at a GAS GAS Post-Sale Service Shop.

Poor maintenance work of the motorcycle or not taking proper care of any problem, even if its is a small concern, can cause severe personal injury and may lead to death.

To avoid excessive ageing of the plastic parts and other washable pieces of the motorcycle, it is suggested that these items must be washed carefully. If the washer applies water at high pressure and/or temperature, take the precaution of maintaining the washer outlet gun at a distance of 30 centimeters minimum, this will insure the correct gloss of the plastics and adherence of the self-adhesive labels that decorate the motorcycle.

SAFE RIDING OF THIS MOTORCYCLE

Safe riding of a motorcycle does not only depend on the vehicle. The driver's intelligence and common sense are key factors to be taken into consideration. It is recommended that you practice your favorite sport wearing all the necessary safety equipment (helmet, protection gear, boots, etc.).

LEGAL ADVICE

In the interest of technical development we reserve the right to modify the construction, the equipment and accessories of the motorcycle. It is understood that all measurements, weights and power data must include their respective tolerances. The photographs included in this manual may not match the model you have purchased. The descriptions and the illustrations may vary depending on the volume of equipment and accessories of your motorcycle and also of the versions exported. Because of this, there can be no liability in case of errors, misprint or omission.

GAS GAS MOTOS, S.A. reserves the right to make changes and/or modifications at any time without notice.

HOMOLOGATION

The vehicle you have just acquired has been homologated under the directives of the EU and complies with all the homologation requirements demanded.

Compulsory homologation elements required, among others, when travelling on a public road and to meet periodical vehicle inspection approval at state controlled plants are listed below.

Among other requirements, all homologation components are identified with a determined and registered mark.

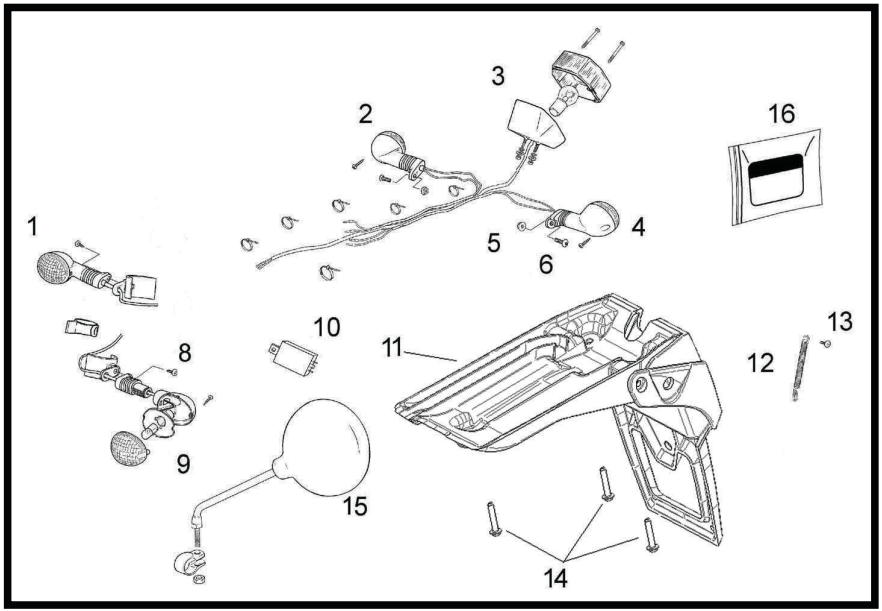
List of elements required:	Illustration	Qty. /bike
- Manufacture identification plate		1
- Catalyzed with with secondary air	Available	1
- Muffler	Available	1
- Carburettor jets	Available	1
- Front and rear turn signals	Available	1
- License plate holder	Available	1
- Speedometer	Available	1
- Electrical installation, homologated lights	Available	1
- Engine output pinnion and sprocket for a correct transmission gear ratio		1
- Horn	Available	1
- Rearview mirror	Available	2
- Antitheft system		1
- Antimanipulation plate (125 cc version)		1
- Air filter restriction; carburettor hood limit (according to model)		1

Each one of the homologation components must form part of the vehicle and in case of loss, breakage or malfunction it is recommended that the owner contact his official dealer to correct this problema.

Besides the homologated vehicle you have received a complementary kit for a racing version of this same vehicle. **Be advised that this version is not homologated.**

HOMOLOGATION

1 - Front right turn signal
2 - Rear right turn signal
3 - Trial rear pilot
4 - Rear left turn signal
5 - M6 Bolt
6 - ULS screw 6x16
8- Philips screw 6.3x16
9- Front left turn signal
10- Turn signal box
11- Trial license holder homologated
12- Stand spring
13- ULS screw 8x12 8.8
14- Plastic threat screw ø3,6 x 20
15- Mirrors
16- Carburettor kit



Note: N/A USA also some "competition only" models

	125	250 / 280 / 300
1		BT280634018
2		BT280634018
3		BT280334015
4		BT280634019
5		T2206000 x2
6		T0506016N x2
8		T0706316 x2
9		BT280634019
10		L300720

	125	250 / 280 / 300
11		BT93900RA3010
12		BE25610039
13		T0508012
14		T0803020 x3
15		L300760 x2
16	MT120690100	MT280690100